

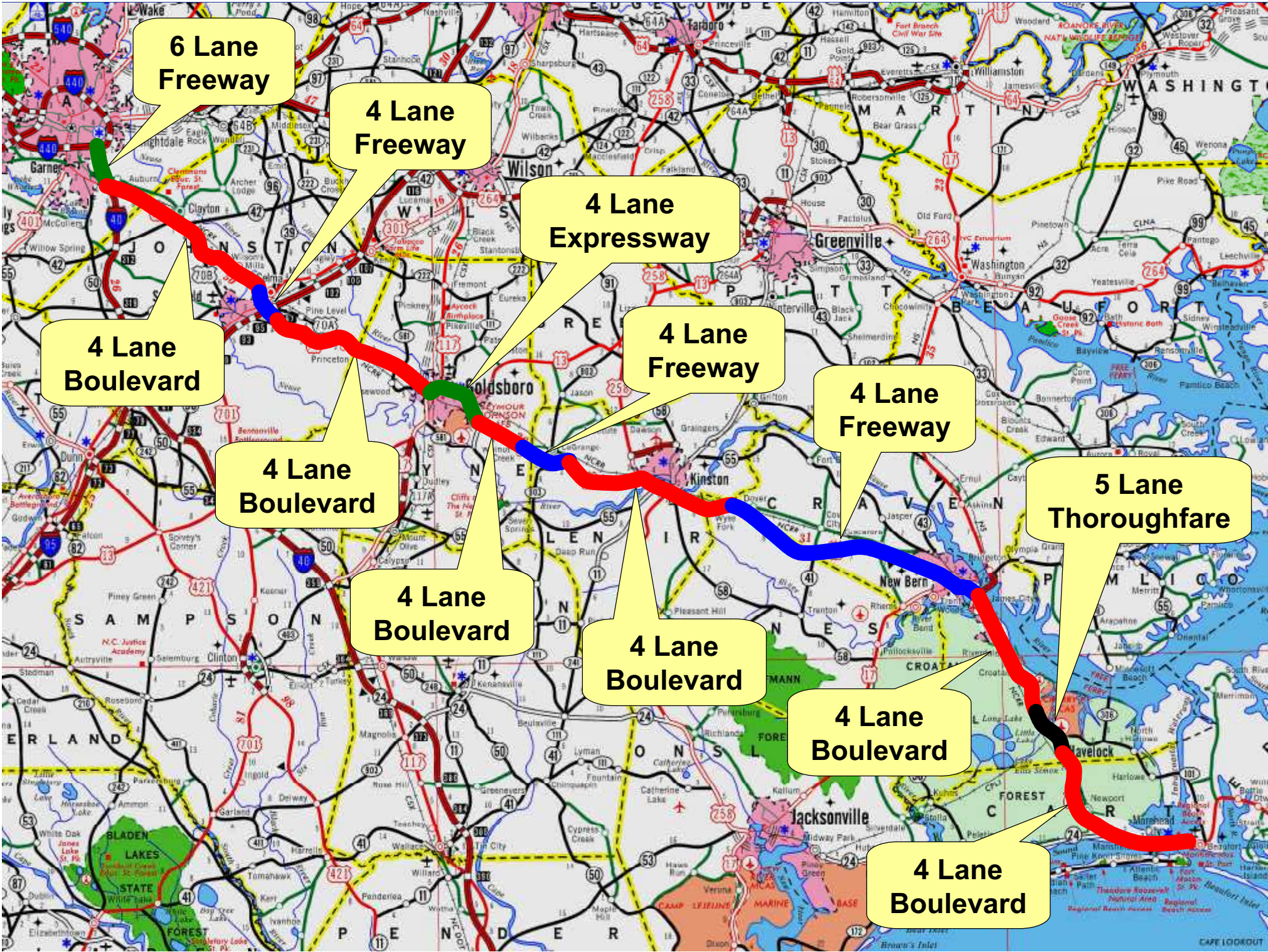


# Strategic Highway Corridors

north carolina department of transportation





A map of North Carolina showing a highlighted route from the northwest to the southeast. The route is marked with a red line, with some segments in blue. Yellow callout boxes with black text point to specific segments of the route, describing their lane configuration. The map includes major cities like Winston-Salem, Greensboro, Durham, Raleigh, and Charlotte, as well as various highways and geographical features.

**6 Lane Freeway**

**4 Lane Freeway**

**4 Lane Expressway**

**4 Lane Boulevard**

**4 Lane Boulevard**

**4 Lane Freeway**

**4 Lane Freeway**

**4 Lane Boulevard**

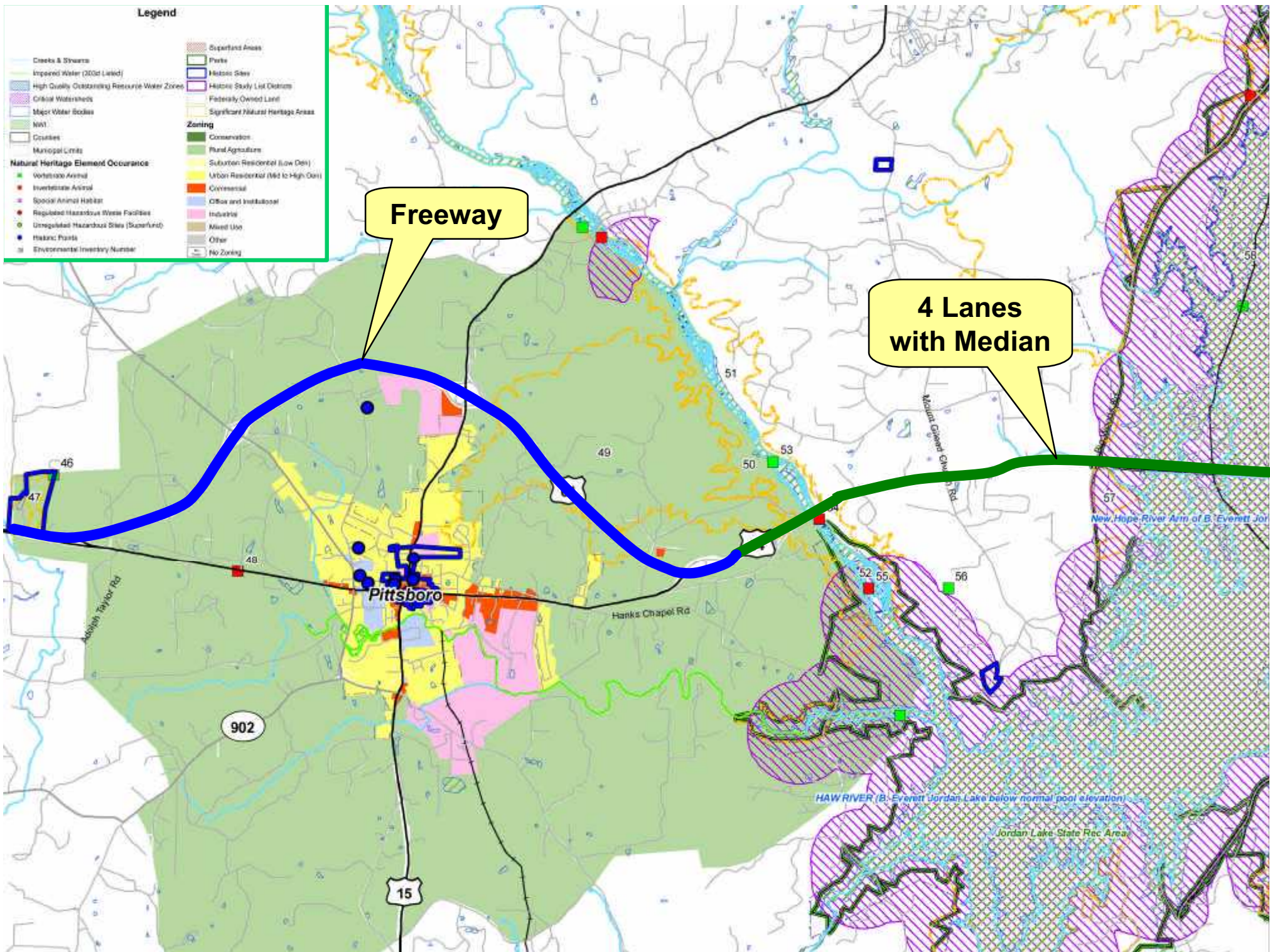
**4 Lane Boulevard**

**5 Lane Thoroughfare**

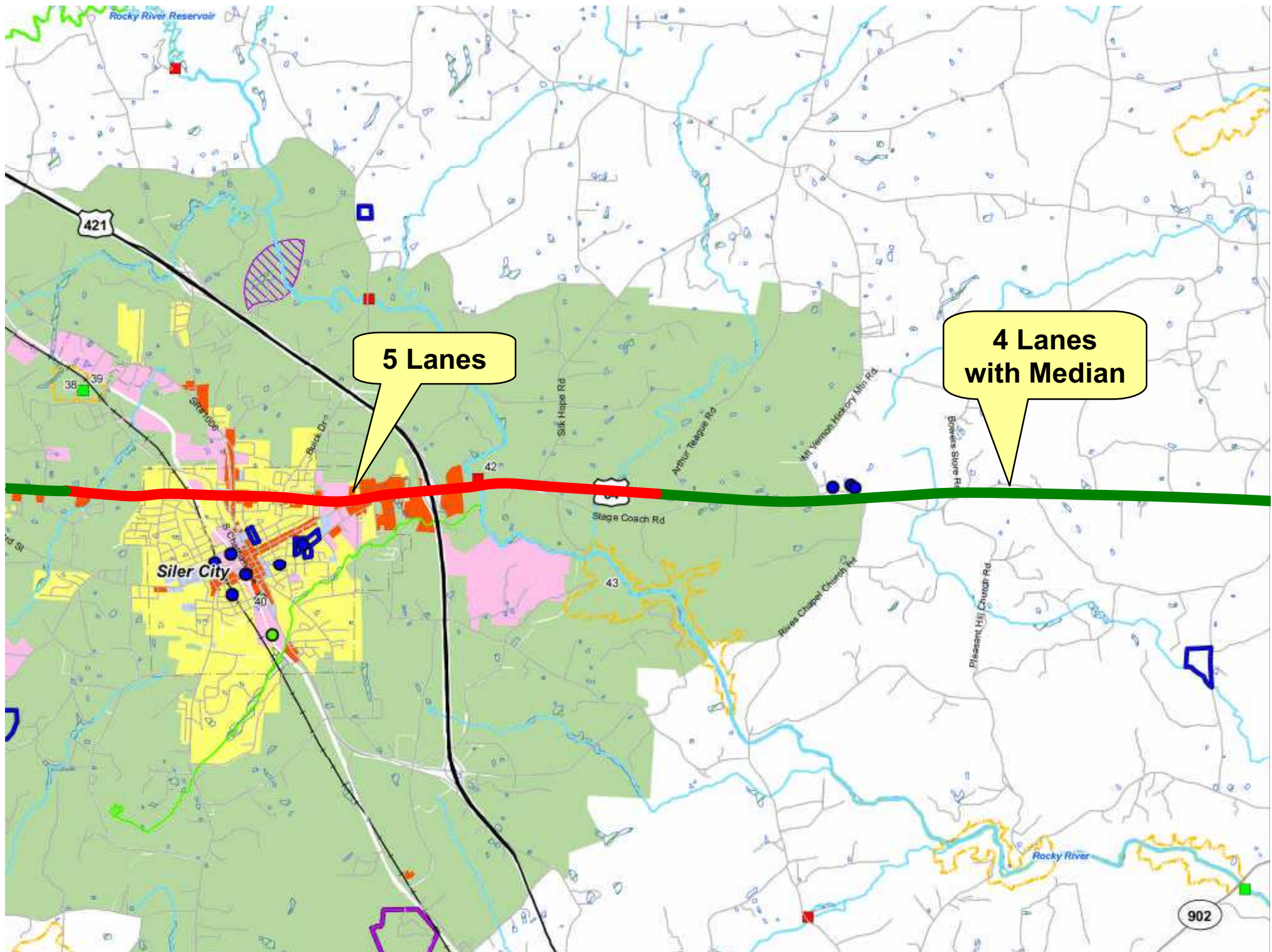
**4 Lane Boulevard**

**4 Lane Boulevard**

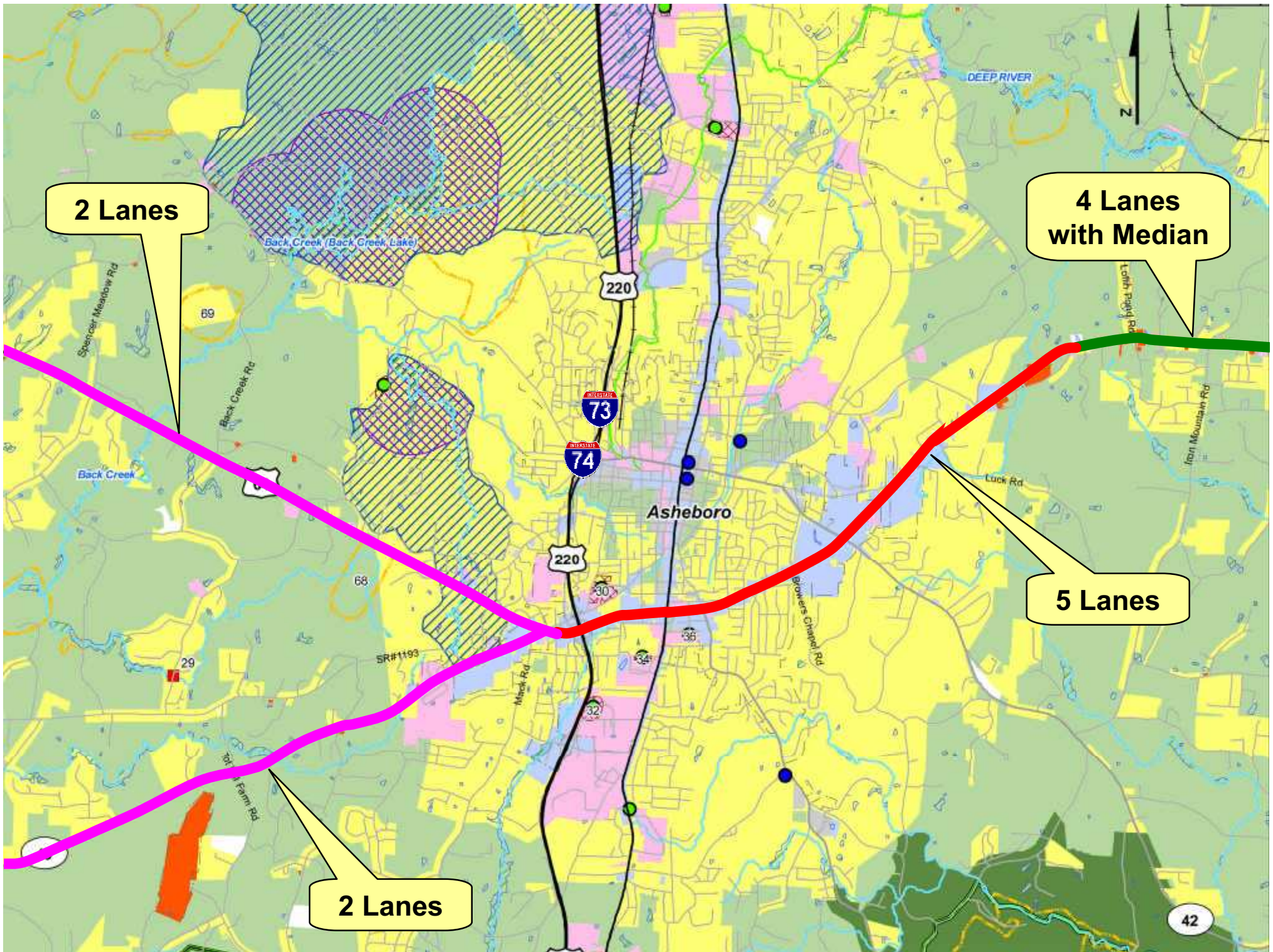




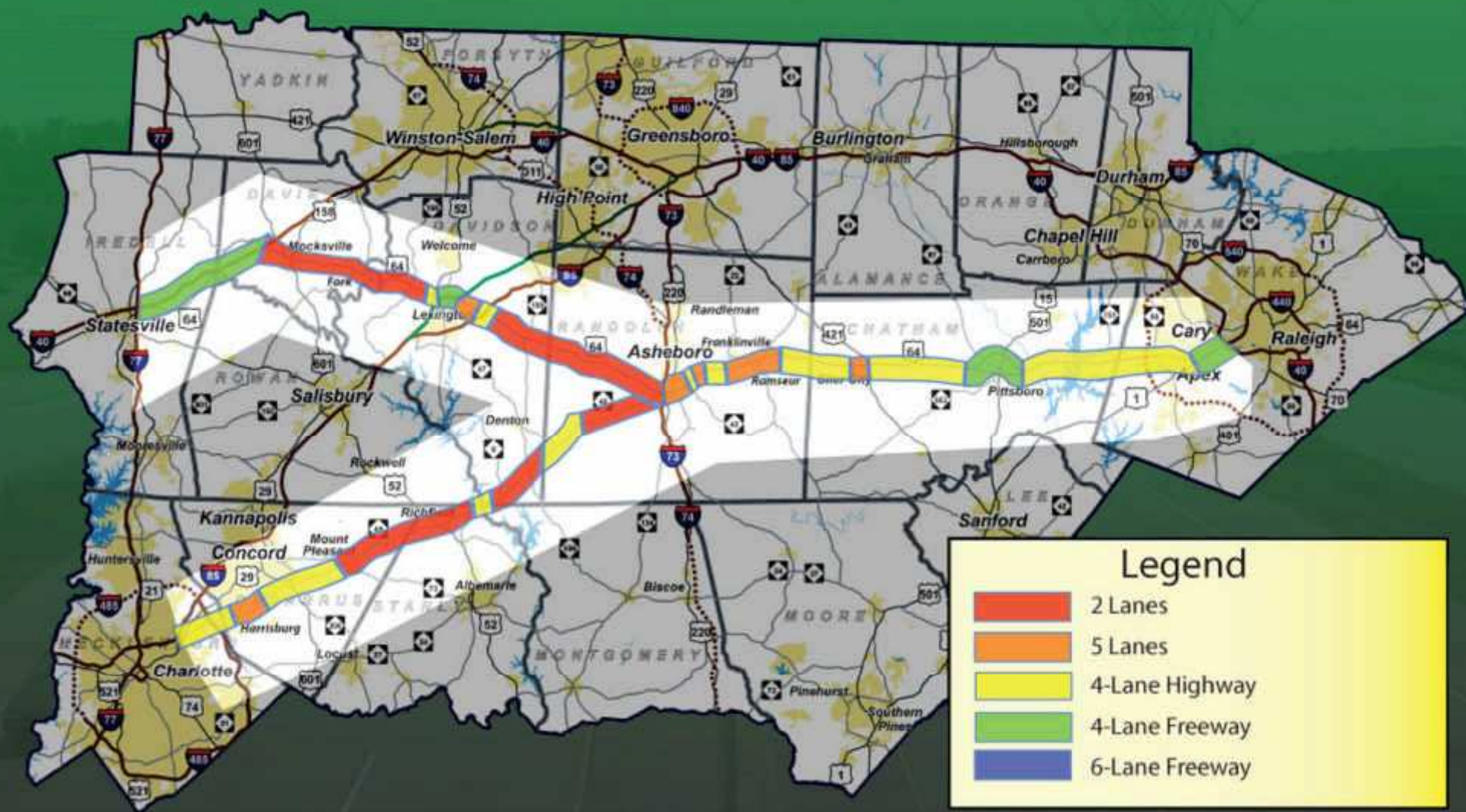












# ***Strategic Highway Corridors***

**Mobility and Connectivity**

**Economic Prosperity**

**Environmental Stewardship**

# ***Mobility***

The ability to move unimpeded, safely, and efficiently using a reliable transportation system (doesn't necessarily correlate with traffic volumes)





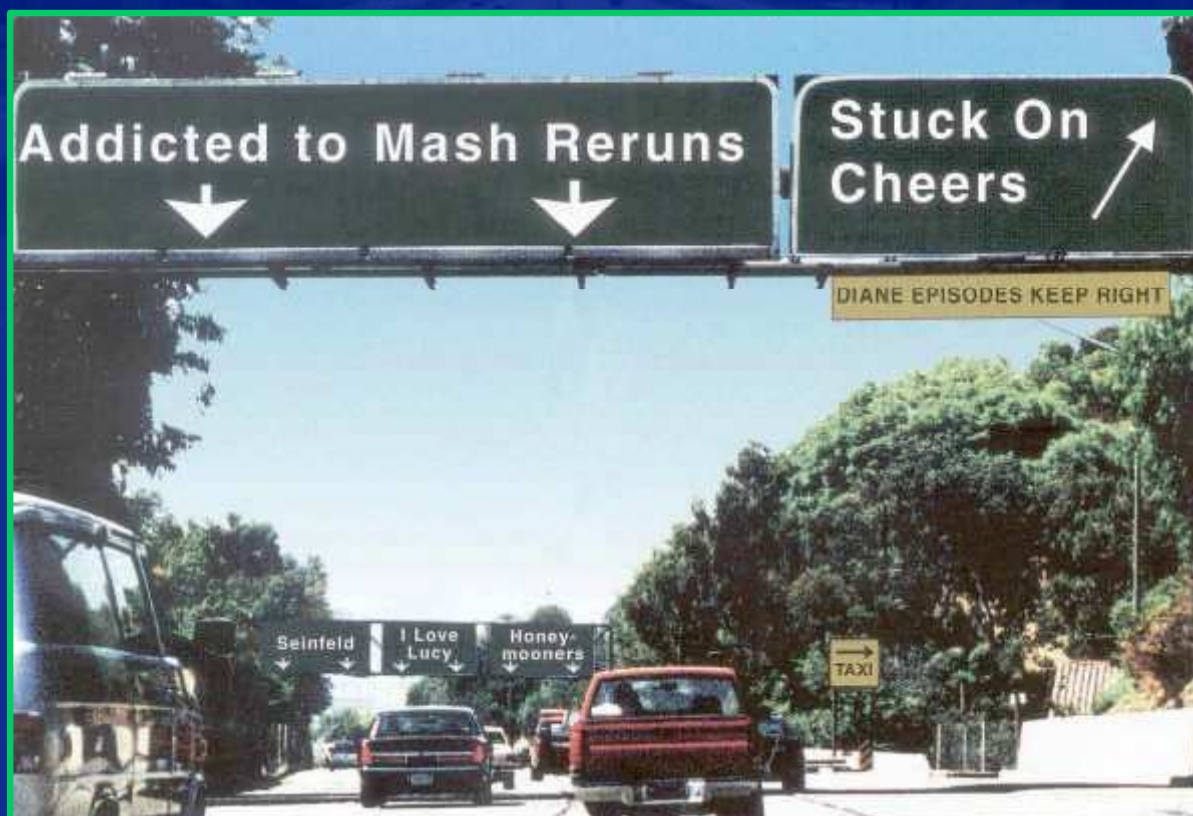
# *Mobility*





# Connectivity

The ability to travel to desired destinations (Activity Centers)





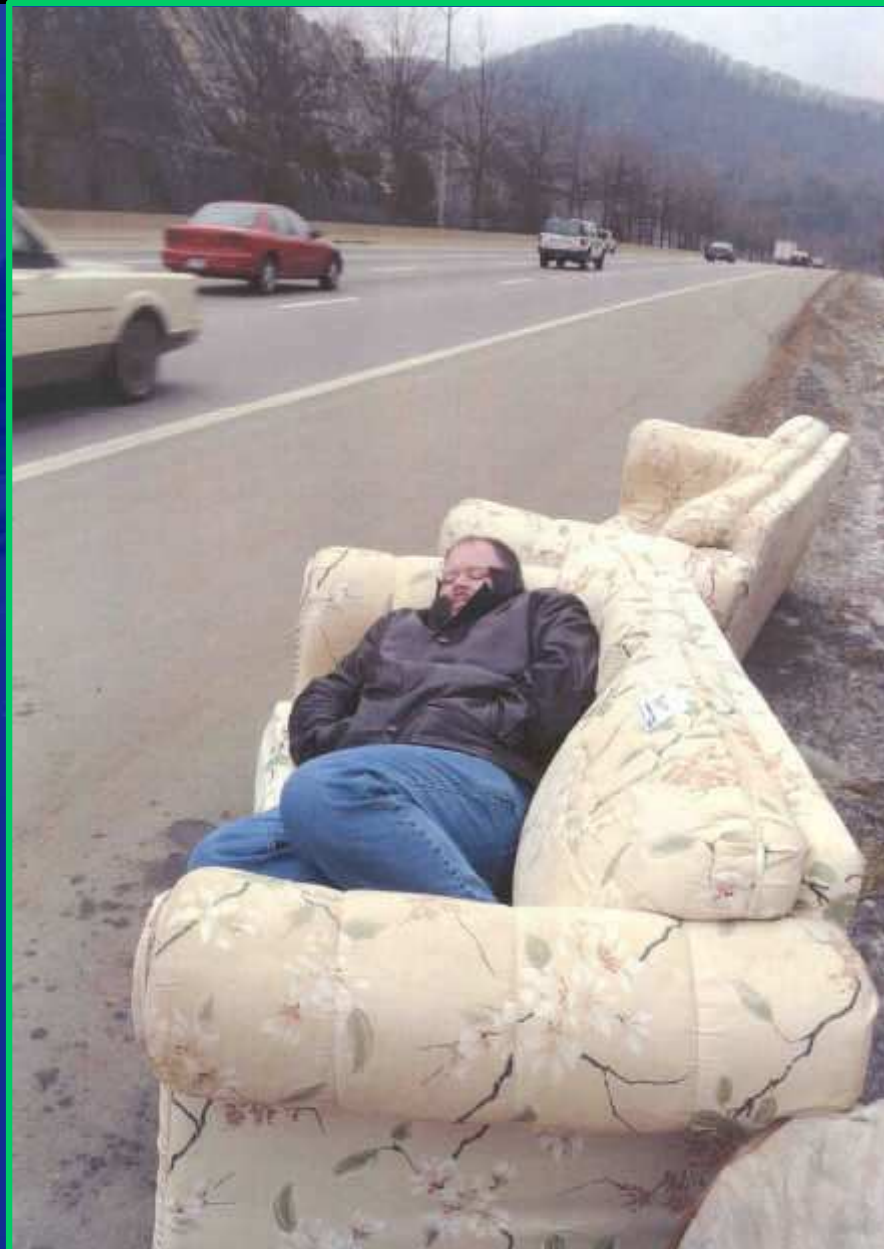
# ***Foster Economic Prosperity***

The ability to move people and goods efficiently making for a more competitive business climate, while providing a good quality of life for those employed





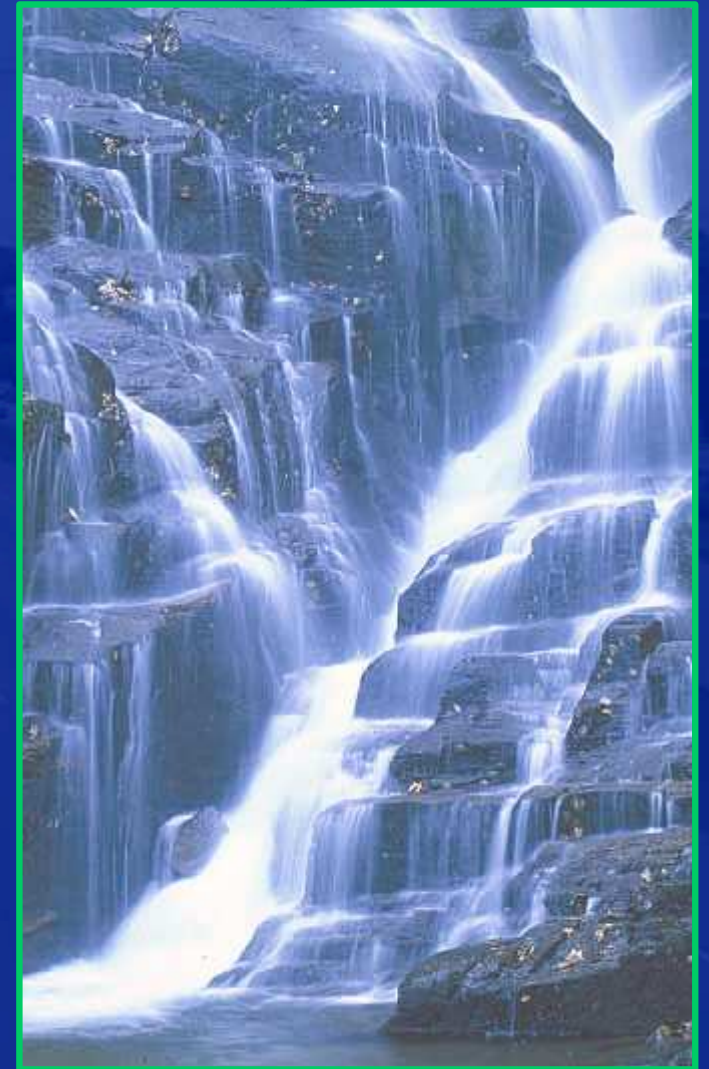
# ***Foster Economic Prosperity***





# ***Environmental Stewardship***

Striving to preserve and enhance our natural and cultural resources by maximizing the use of the existing transportation infrastructure with the support of compatible land uses





# ***Strategic Highway Corridors??***

*"A set of Existing Highways Vital to Moving People and Goods within and just outside North Carolina"*



# Goals

## Create a Network of High-Speed, Safe, and Reliable Highways

- Develop an Up Front Vision for each Corridor
- Affect Long-Term Decision Making
  - Funding
  - Project Planning & Design
  - Driveway Permits & Traffic Signals
  - Local Land Use





# ***Transportation Benefits of SHC***

- Safer and more Reliable Transportation System
- Higher Capacity
- More Efficient Movement of Vehicles

**Access Management is a Critical Tool to help Achieve these Goals**

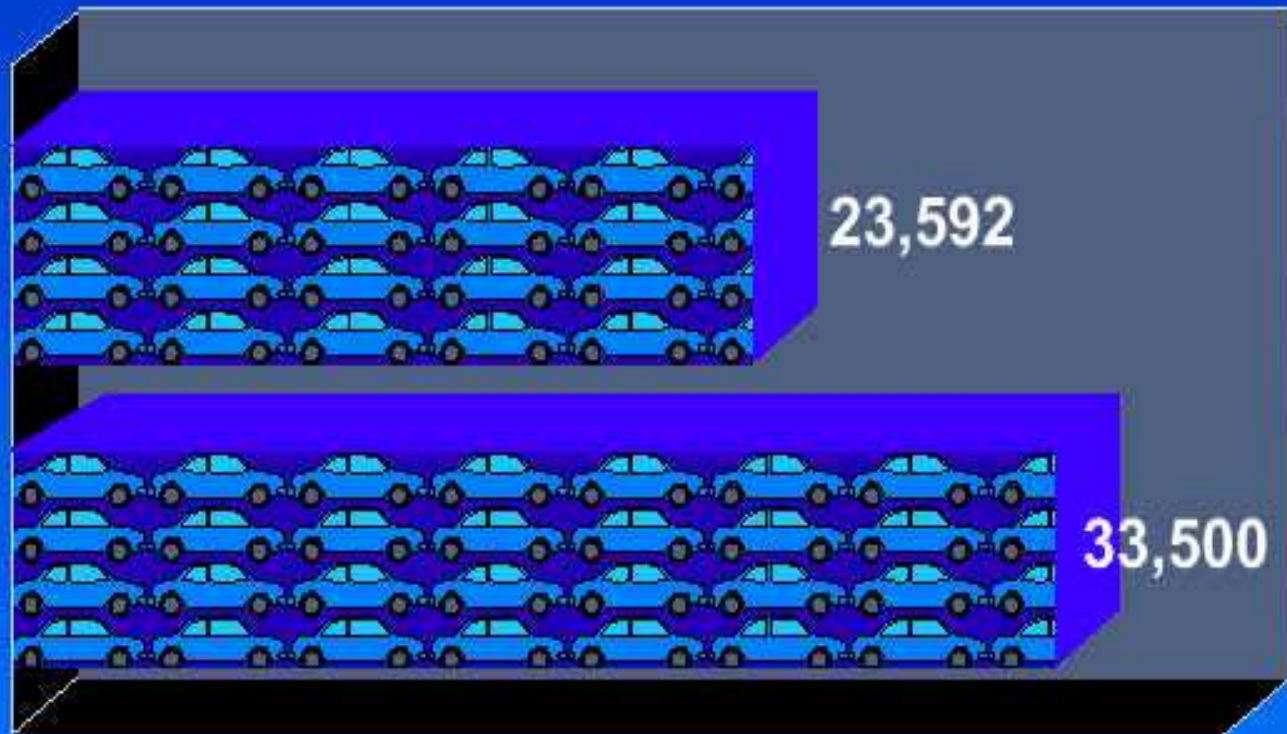


# INCREASED CAPACITY



Access Management gives us room for almost 10,000 more vehicles a day\*

**LOW  
ACCESS  
MANAGEMENT**



**HIGH  
ACCESS  
MANAGEMENT**

Maximum Daily Traffic at Level of Service "D" on 4-Lane Road

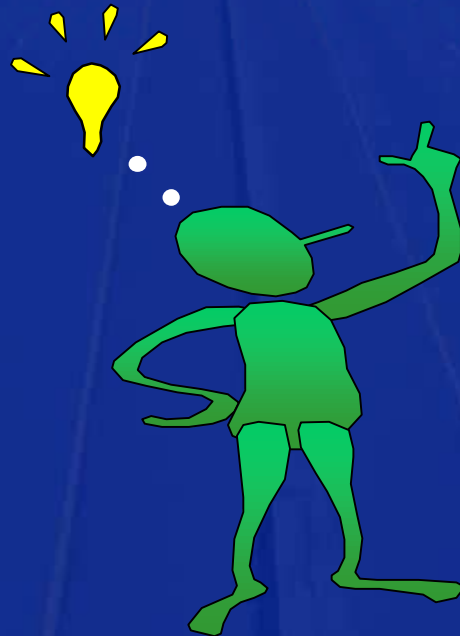
\* Source: FDOT and 1985 Highway Capacity Manual



# Corridor Selection

## How Did We Identify these Roads (Corridors)?

- Objective Criteria
- Public Involvement (Fall/Winter 2003/2004)
- Level of Subjectivity (Common Sense)



# Objective Criteria

- **Mobility:** Significant Traffic Volumes and Vital to the State's and/or Region's Interest
- **Connectivity:** Provides a Connection between Activity Centers
- **Interstate Connectivity:** Provides a Connection between Existing and/or Planned Interstates
- **Interstate Reliever:** Currently Serves or has Potential to Serve as a Reliever Route to an Existing Interstate Facility



# *Other Factors*

- Hurricane Evacuation Route
- Cited in Prominent Report (ex. Rural Prosperity Task Force Report)
- Part of a National, Statewide, Economic, or Military Highway System (ex. NHS or STRAHNET)



# *Activity Centers*

## Activity Centers Include:

- 17 MPOs





# *Activity Centers*

## Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people

# *Activity Centers*

## Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (7)





# Activity Centers

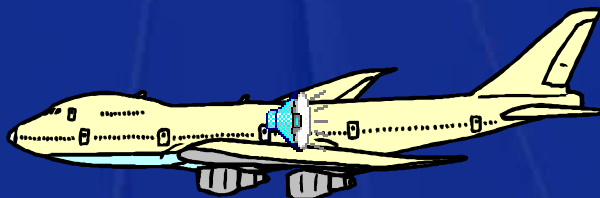
➤ 17 M

➤ Other

➤ Major



➤ Major Airports (6), Seaports (2), Intermodal Terminals (3)



# *Activity Centers*

## Activity Centers Include:

- 17 MPOs
- Other Cities
- Major Military
- Major Airports
- Terminals (3)
- UNC System Universities (16)

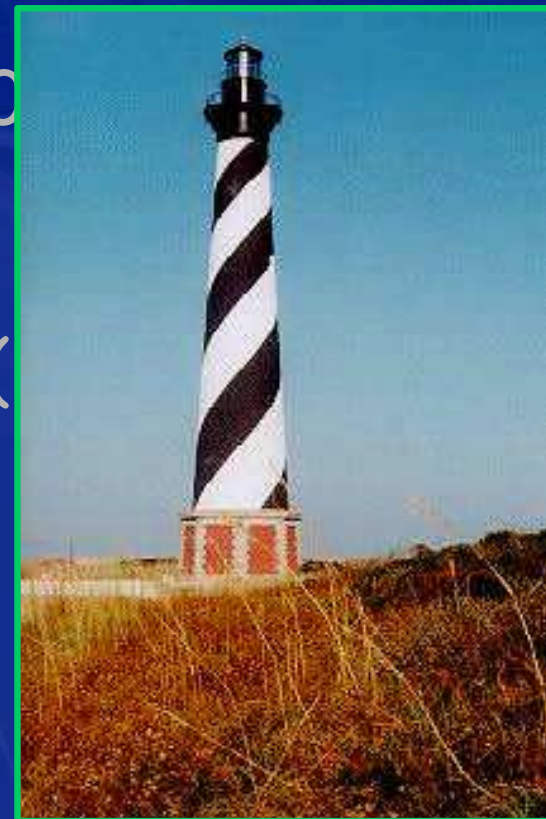




# *Activity Centers*

## Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000
- Major Military Bases (5)
- Major Airports (6), Seaports (4), and Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations

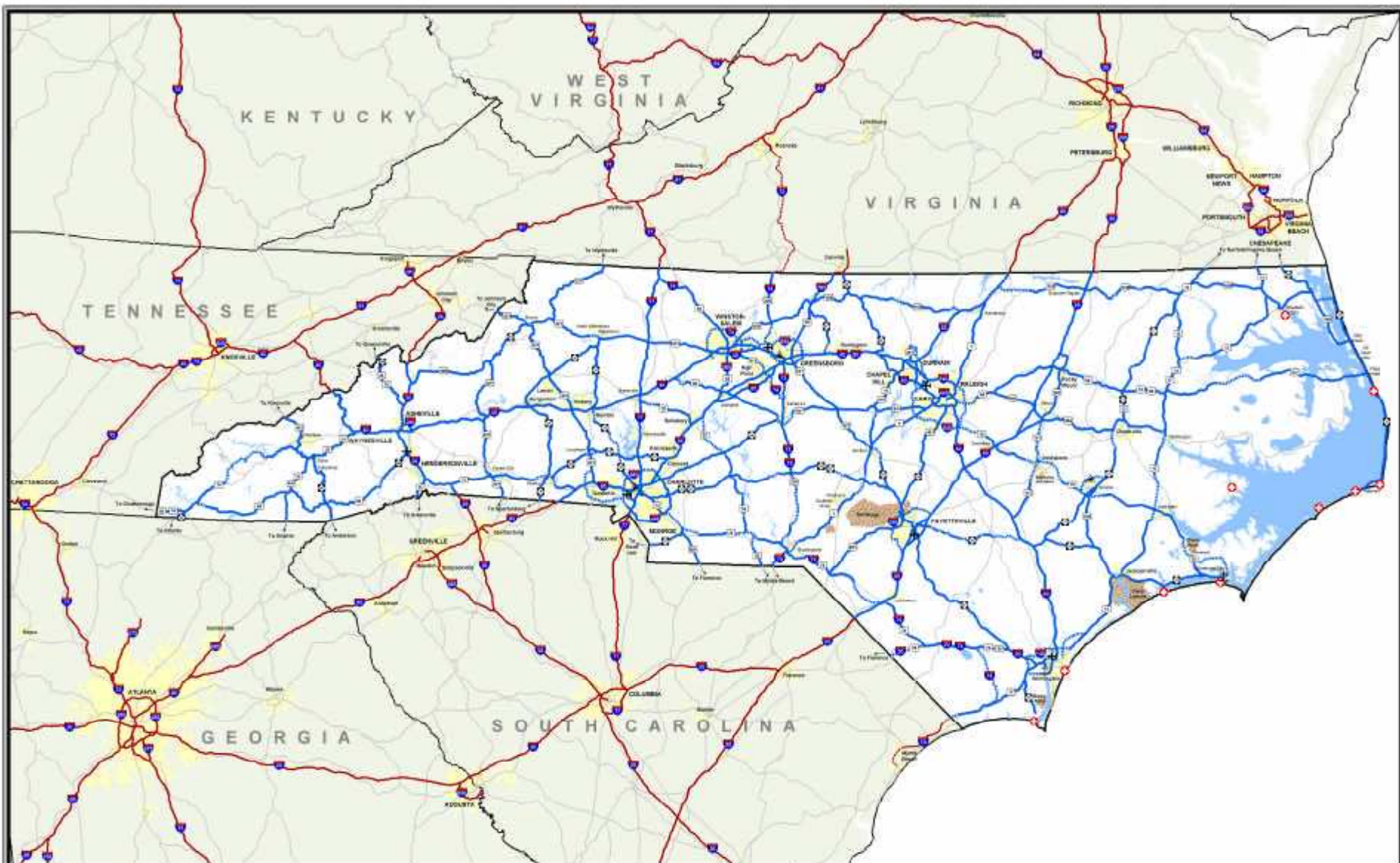


# ***Activity Centers***

## **Activity Centers Include:**

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (5)
- Major Airports (6), Seaports (2), Intermodal Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations
- Trauma Centers (11)





## Selected Corridors

Adopted by The North Carolina  
Board of Transportation  
Plan Date: September 2, 2004



0 5 10 20 30 40 50 Miles

Prepared by:  
The North Carolina Department of Transportation  
Transportation Planning Branch

Base Map Date: March 26, 2004

## Legend

### Strategic Highway Corridors

- Existing
- - - Currently Planned on New Location
- Interstate
- US/Other Route

- ⚓ State Port
- ✈ Major Airport
- ⚓ Intermodal Connector
- ⚓ Coast Guard Station
- ⚓ Major Military Base
- Urban Area
- Water Features

# *Facility Types*

Developed Definitions of Different Facility Types  
for all Strategic Highway Corridors

Primarily Based on Level of Access, Median,  
Driveways, and Traffic Signals

- Freeways
- Expressways
- Boulevards
- Thoroughfares



# Freeways



- 55mph or Greater
- Minimum 4 Lanes with Median
- Access only Provided at Interchanges
- All Cross Streets are Grade-Separated
- No Traffic Signals
- No Driveways
- Examples: I-40, I-95, US 264 between Wilson and Greenville, US 70 between Dover and New Bern



# *Expressways*



- Speed Limit: 45 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets
- No Traffic Signals
- Limited/No Driveway Access Encouraged
- Median breaks for U-turns or Left-overs
- Use of Accel. & Decel. Lanes
- Examples: US 70 around Goldsboro, US 117 north of I-40, US 220 in Rockingham County



# ***Boulevards***



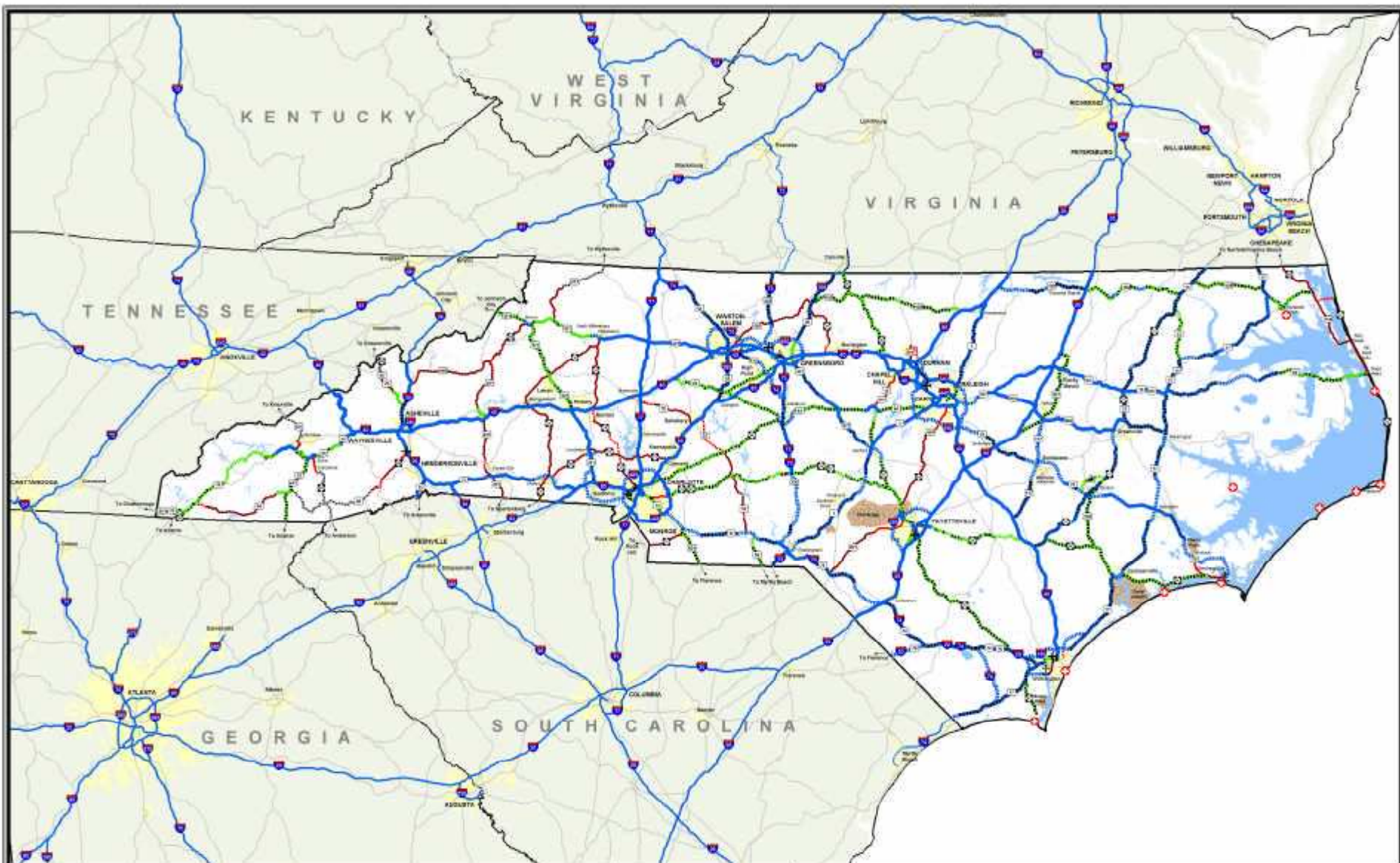
- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- Limited Driveways Allowed but Access may be Restricted to Right-in/Right-out; Major Driveways may be Allowed Full Movements
- Some Mid-block U-turns
- Examples: US 70 between Clayton and Goldsboro, US 19/23 (Patton Ave) in Asheville, NC 55 (Holly Springs Bypass)

# Thoroughfares



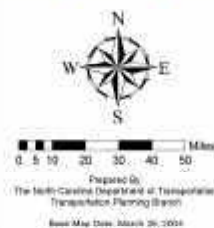
- Speed Limit: 25 to 55 mph
- Minimum 2 Lanes; No Median
- Uncontrolled Access onto facility
- Traffic Signals Allowed
- Driveways with Full Movements
- Continuous Left Turn Lanes optional
- 2, 3, 4, 5, and 7 Lane Facilities
- Examples: US 258 north of US 70, US 17 between New Bern and Washington, US 13 (Berkeley Blvd) in Goldsboro, US 158 East of Elizabeth City, US 441 south of Dillsboro





## Vision Plan

Adopted by The North Carolina  
Board of Transportation  
Plan Date: September 2, 2004



## Legend

### Freeways

- Existing
- Needs Upgrade
- Recommended

### Expressways

- Existing
- Needs Upgrade
- Recommended

### Boulevards

- Existing
- Needs Upgrade
- Recommended

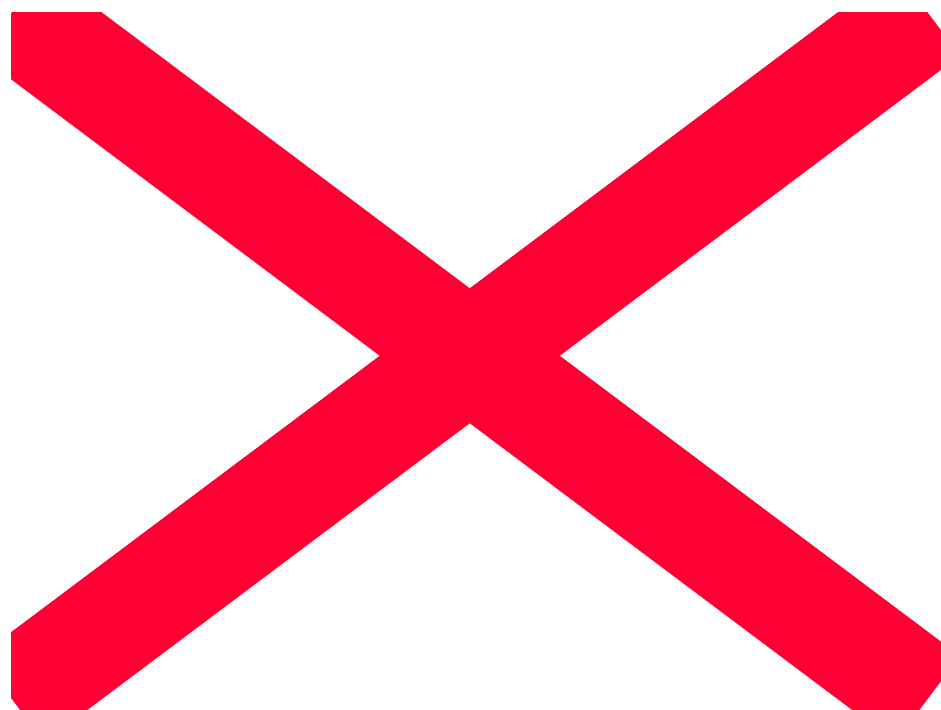
### Thoroughfares

- Existing
- Needs Upgrade
- Recommended

### US/Other Route

- ± State Port
- ✈ Major Airport
- ▲ Intermodal Connector
- ⊙ Coast Guard Station
- Major Military Base
- Urban Area
- Water Features

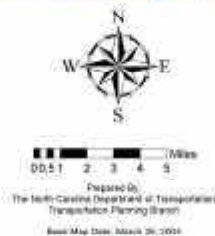






## Vision Plan Metrolina Area

Adopted by The North Carolina  
Board of Transportation  
Plan Date: September 2, 2004



### Legend

#### Freeways

- Existing
- Needs Upgrade
- Recommended

#### Expressways

- Existing
- Needs Upgrade
- Recommended

#### Boulevards

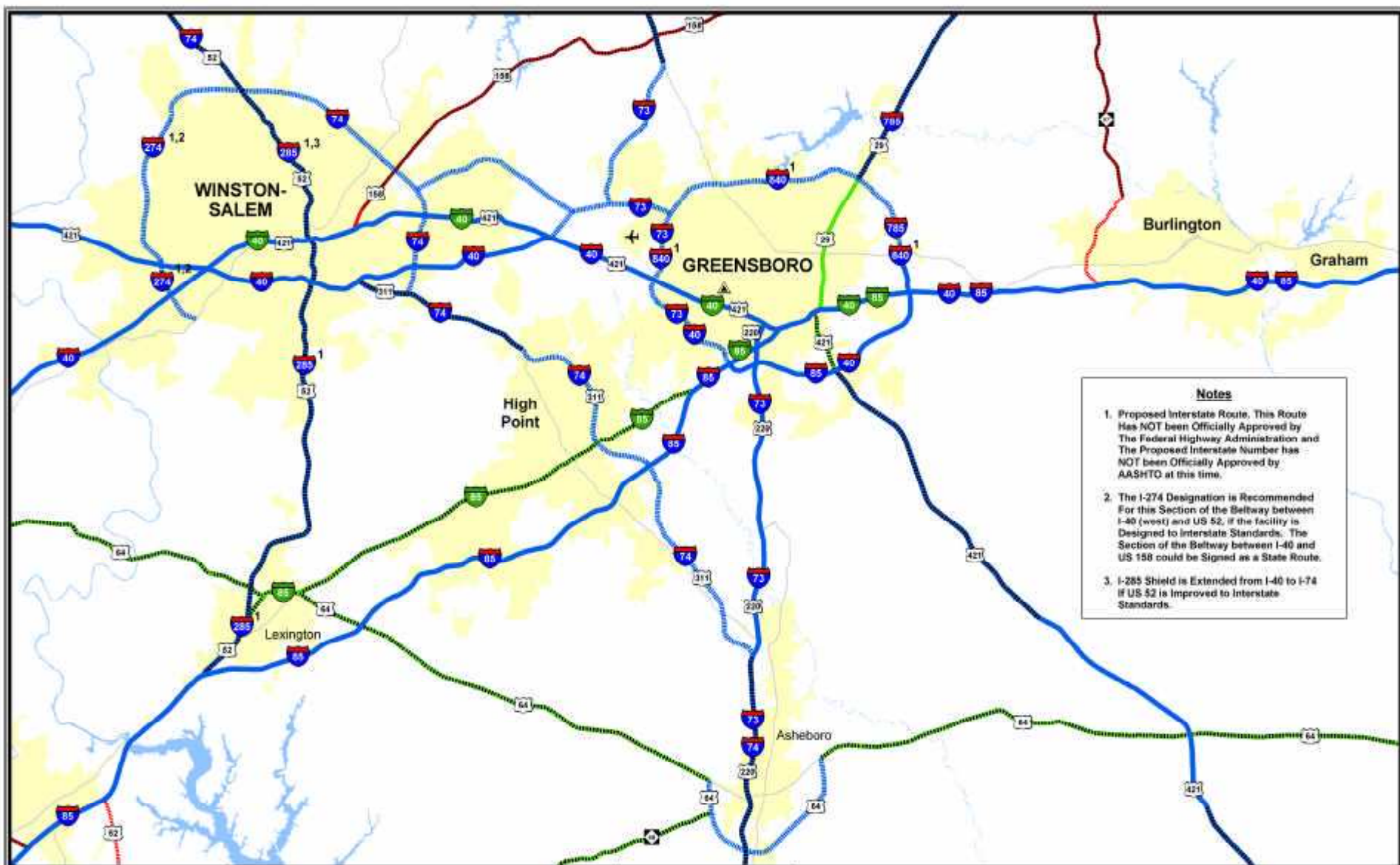
- Existing
- Needs Upgrade
- Recommended

#### Thoroughfares

- Existing
- Needs Upgrade
- Recommended

#### US/Other Route

- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features



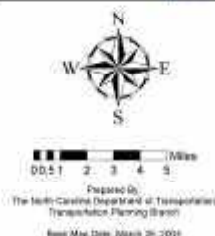
#### Notes

1. Proposed Interstate Route. This Route Has NOT been Officially Approved by The Federal Highway Administration and The Proposed Interstate Number has NOT been Officially Approved by AASHTO at this time.
2. The I-274 Designation is Recommended For this Section of the Beltway between I-40 (west) and US 52, if the facility is Designed to Interstate Standards. The Section of the Beltway between I-40 and US 158 could be Signed as a State Route.
3. I-285 Shield is Extended from I-40 to I-74 if US 52 is Improved to Interstate Standards.



## Vision Plan Triad Area

Adopted by The North Carolina  
Board of Transportation  
Plan Date: September 2, 2004



#### Legend

##### Freeways

- Existing
- Needs Upgrade
- Recommended

##### Expressways

- Existing
- Needs Upgrade
- Recommended

##### Boulevards

- Existing
- Needs Upgrade
- Recommended

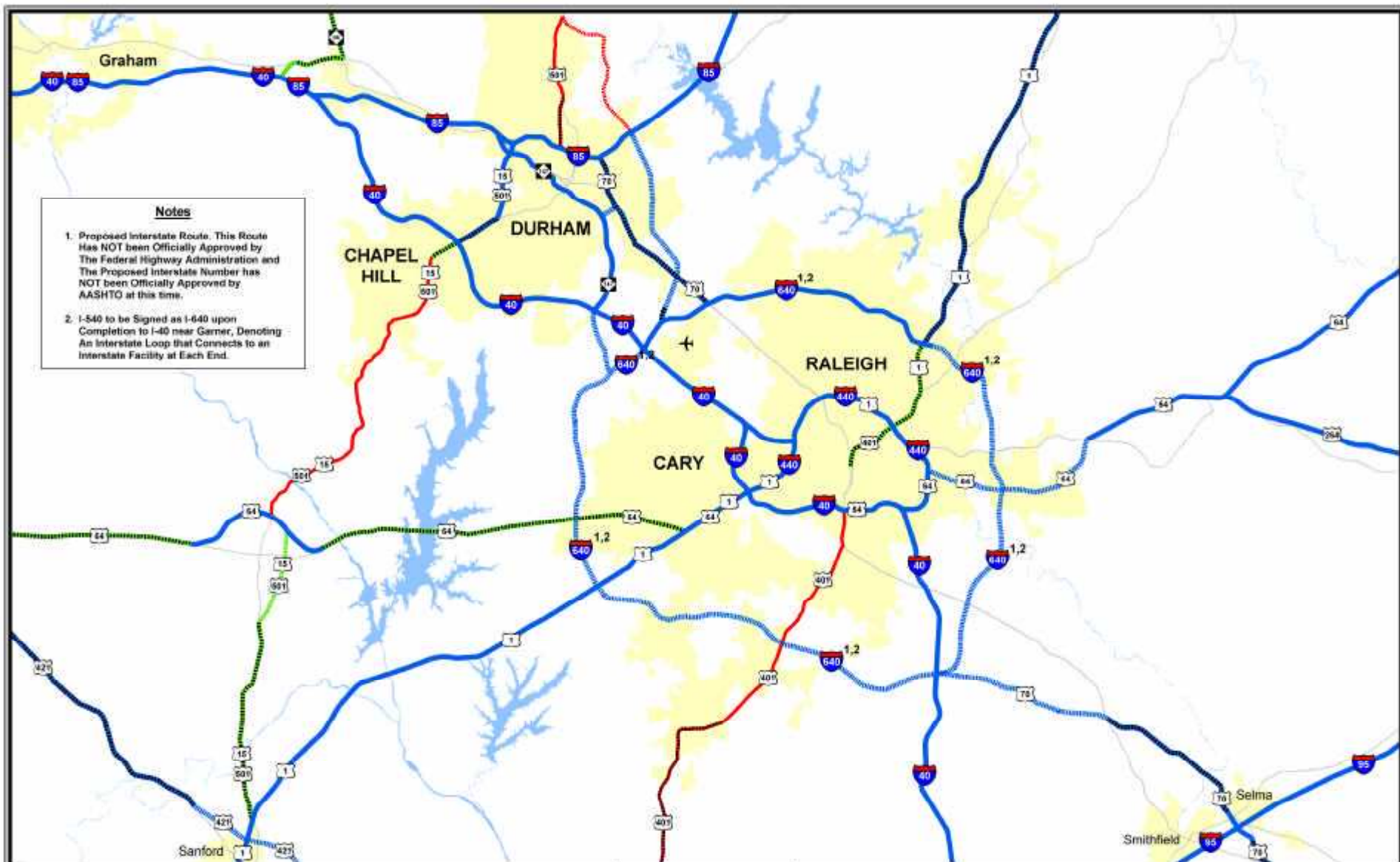
##### Thoroughfares

- Existing
- Needs Upgrade
- Recommended

##### US/Other Route

- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features





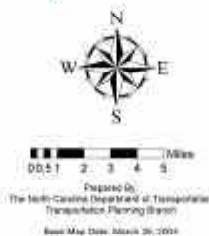
#### Notes

1. Proposed Interstate Route. This Route Has NOT been Officially Approved by The Federal Highway Administration and The Proposed Interstate Number has NOT been Officially Approved by AASHTO at this time.
2. I-540 to be Signed as I-640 upon Completion to I-40 near Garner, Denoting An Interstate Loop that Connects to an Interstate Facility at Each End.



### Vision Plan Triangle Area

Adopted by The North Carolina  
Board of Transportation  
Plan Date: September 2, 2004



#### Legend

##### Freeways

- Existing
- Needs Upgrade
- Recommended

##### Expressways

- Existing
- Needs Upgrade
- Recommended

##### Boulevards

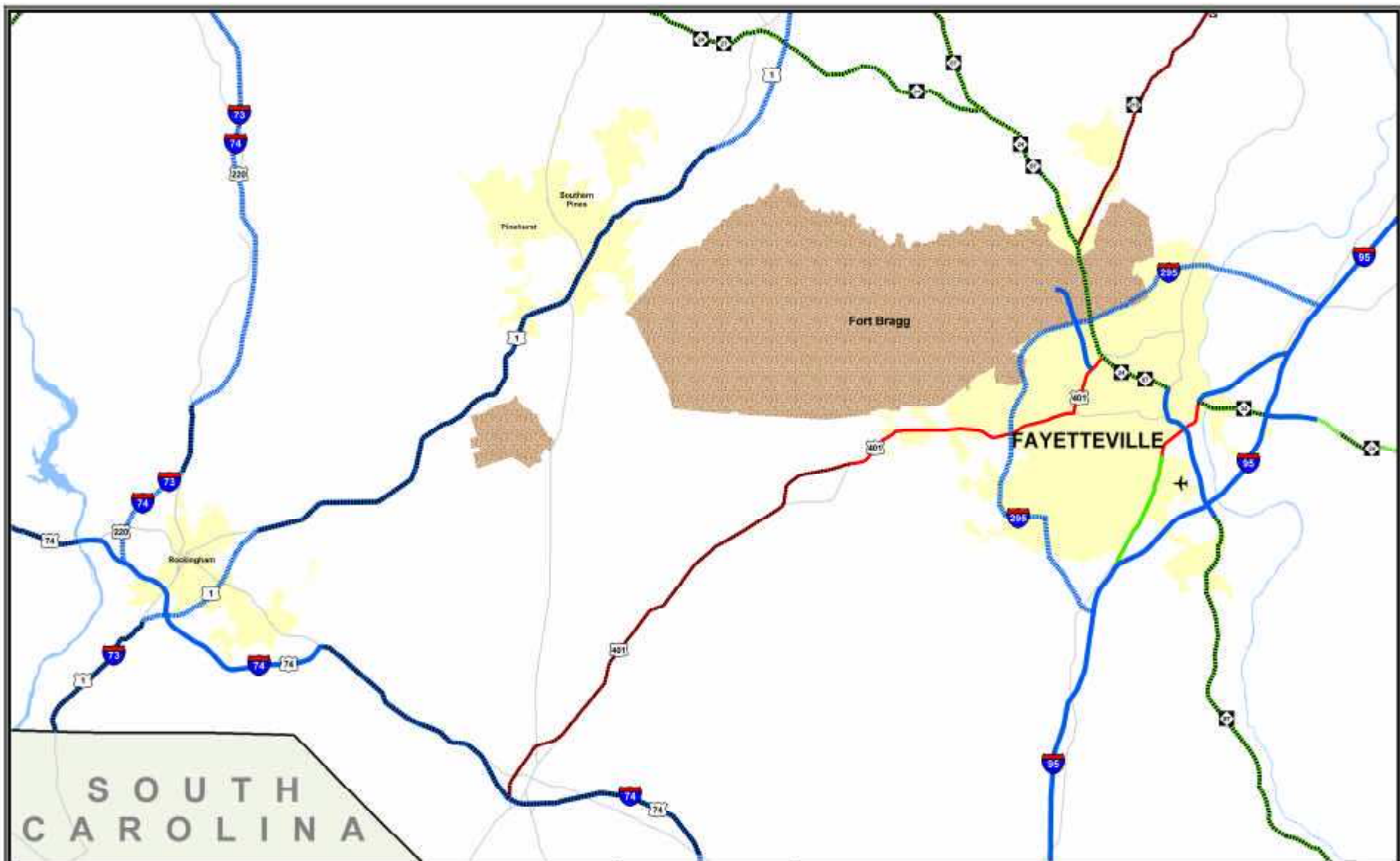
- Existing
- Needs Upgrade
- Recommended

##### Thoroughfares

- Existing
- Needs Upgrade
- Recommended

##### US/Other Route

- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features



SOUTH  
CAROLINA



## Vision Plan Fayetteville Area

Adopted by The North Carolina  
Board of Transportation

Plan Date: September 2, 2004



0 0.5 1 2 3 4 5 Miles

Prepared By  
The North Carolina Department of Transportation  
Transportation Planning Branch

Base Map Date: March 20, 2004

### Legend

#### Freeways

- Existing
- Needs Upgrade
- Recommended

#### Expressways

- Existing
- Needs Upgrade
- Recommended

#### Boulevards

- Existing
- Needs Upgrade
- Recommended

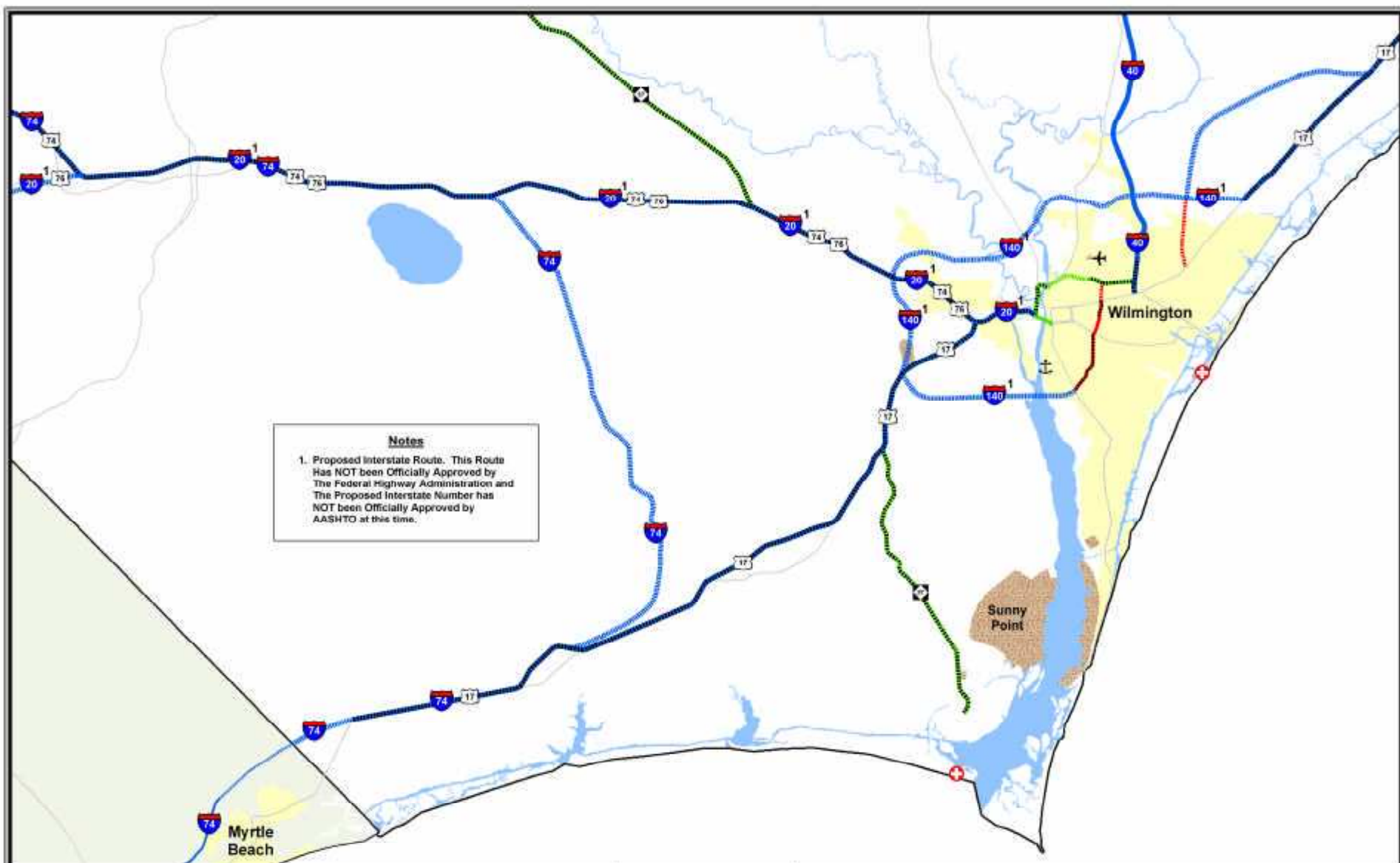
#### Thoroughfares

- Existing
- Needs Upgrade
- Recommended

#### US/Other Route

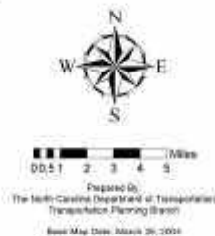
- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features





## Vision Plan Southeastern NC

Adopted by The North Carolina  
Board of Transportation  
Plan Date: September 2, 2004





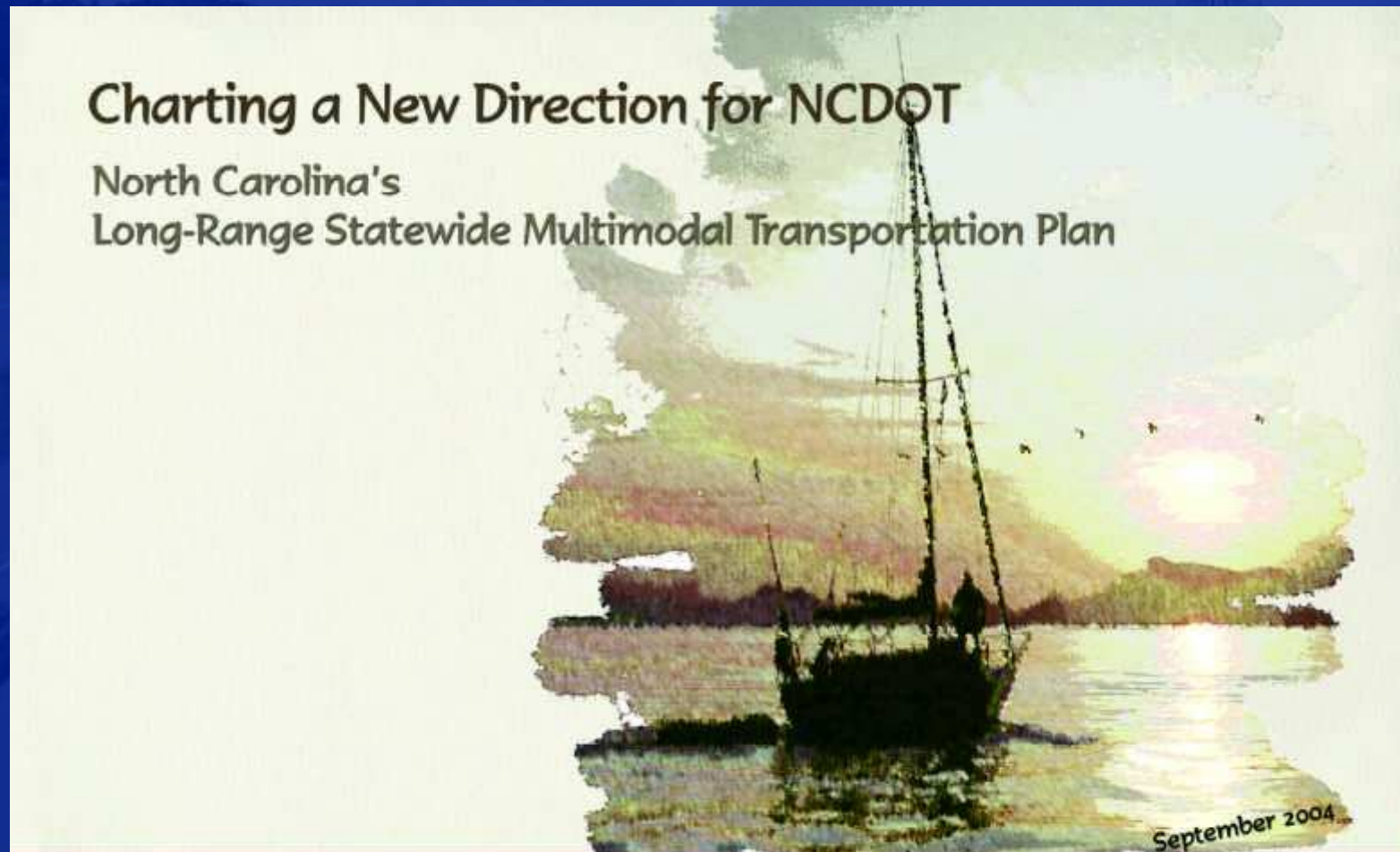
# SHC Facts

- Total Miles: 5,378
- Total Miles of Proposed Freeways: 3,149
- Total Miles of Proposed Expressways: 1,189
- Total Miles of Proposed Boulevards: 839
- Total Miles of Proposed Thoroughfares: 201

Strategic Highway Corridors account for 7% of the State's Highway System, yet carry 45% of the Traffic!

# ***SHC Adoption***

**BOT Adopted SHC Concept as part of new  
Statewide Transportation Plan in Sept. 2004**



# Tri-Agency Policy Statement

Signed by DOC, DENR, & DOT in Dec. 2004



**POLICY**

It is the policy of the North Carolina Department of Transportation (NCDOT), in partnership with the North Carolina Department of Commerce and the North Carolina Department of Environment and Natural Resources to recognize and further study a set of Strategic Highway Corridors. These Corridors, as identified and described in the Strategic Highway Corridors Concept Report, articulate a new planning focus for North Carolina. They represent a tool to enhance the mobility function of critical highway facilities and provide an opportunity for each Agency to proactively partner with stakeholders and the public to consider long-term vision, consistency in decision-making, land use partnerships, and overarching design and operational improvements.

The Strategic Highway Corridors concept represents the first major implementation step to be advanced under the update of North Carolina's Long-Range Statewide Multimodal Transportation Plan. Consistent with the Plan's 25-year investment direction, Strategic Highway Corridors recognizes the need to improve and maximize the use of a distinct set of existing highways. These Corridors are critical to statewide mobility and connectivity and promote a vision of modern, efficient transportation supportive of economic opportunities and environmental excellence.

*Adopted by the North Carolina Board of Transportation September 2, 2004*

**PURPOSE**

- Promote statewide economic prosperity and support the department's environmental stewardship goals
- Preserve North Carolina's taxpayer investment in critical highway corridors
- Enhance major corridor mobility within and to destinations just outside North Carolina
- Enhance connectivity of intrastate and interstate travel
- Partner with stakeholders and all vested Agencies to create an up front vision for each Corridor
- Identify a desired facility type for each Corridor as Freeway, Expressway, Boulevard, or Thoroughfare
- Influence Systems Planning, Funding, Project Planning, Design, Access Management, and Local Land Use decisions along Corridors to achieve broader goals

  
Governor of North Carolina  
*Mike Easley*

  
Department of Commerce  
*Joe Starnes*

  
Department of Transportation  
*Robert H. Smith*

  
Department of Environment and Natural Resources  
*William A. Hargis*





# *Implementation*

## Multi-Agency Partnership Focus Areas

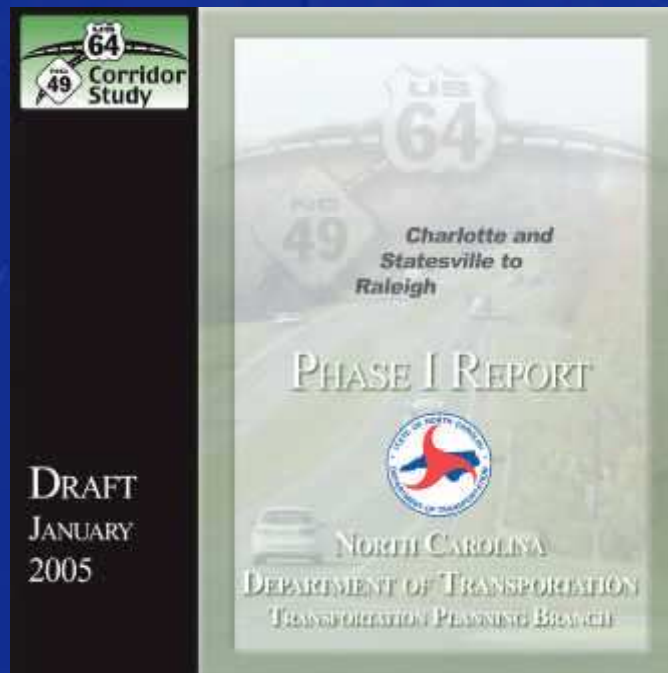
- Education
- Project-Level Decisions
- Systems-Level Analysis and Studies
- Land Use Decisions
- Corridor Protection

# ***Education***

- Collectively Develop Outreach Plan
- Continuous
- Sensitive to unique cultures of all partners

# *Long-Range Planning*

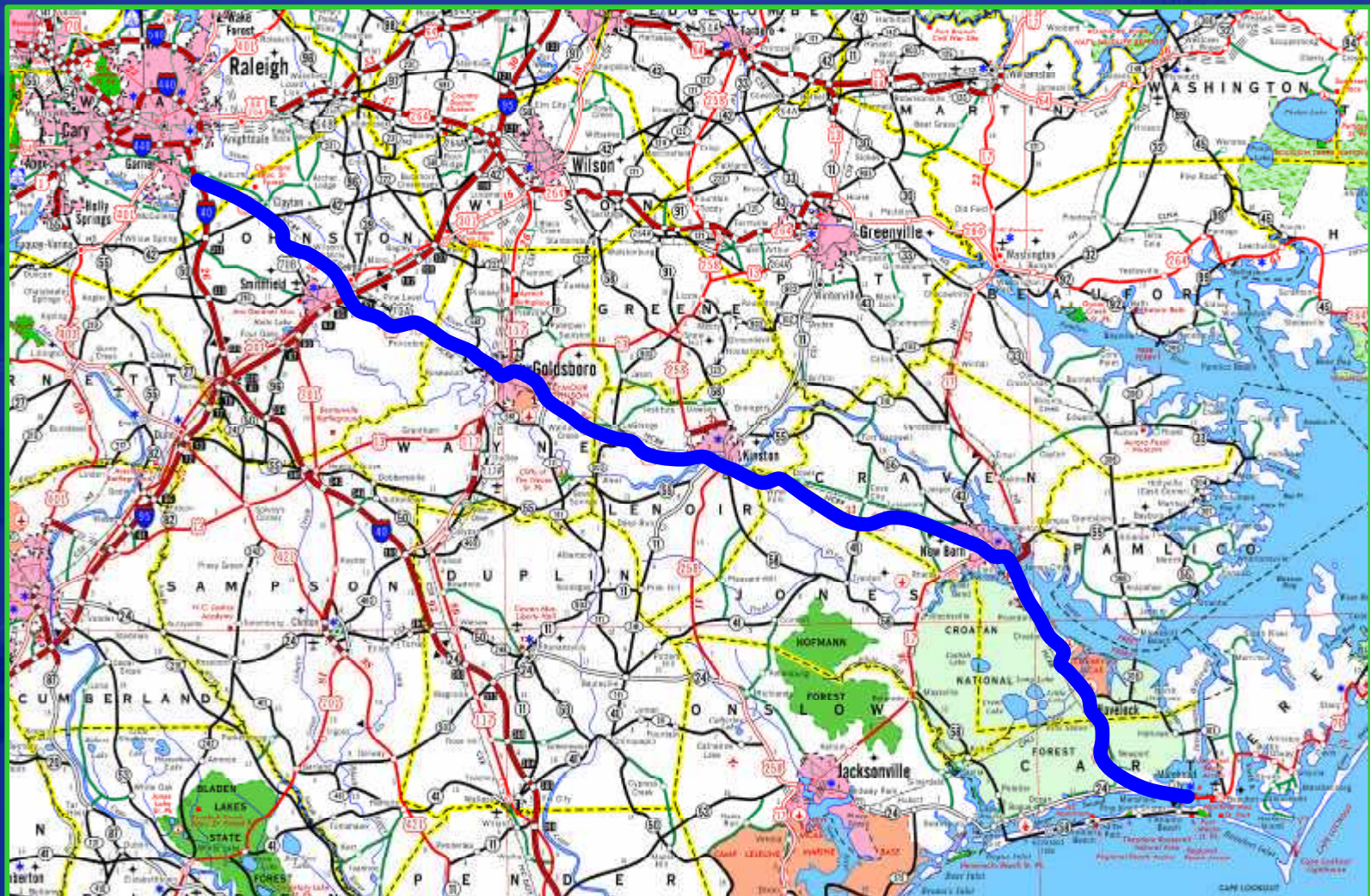
- Develop/Define Corridor Studies
- Partners should be involved from Beginning
- Study Outcomes to Future Projects





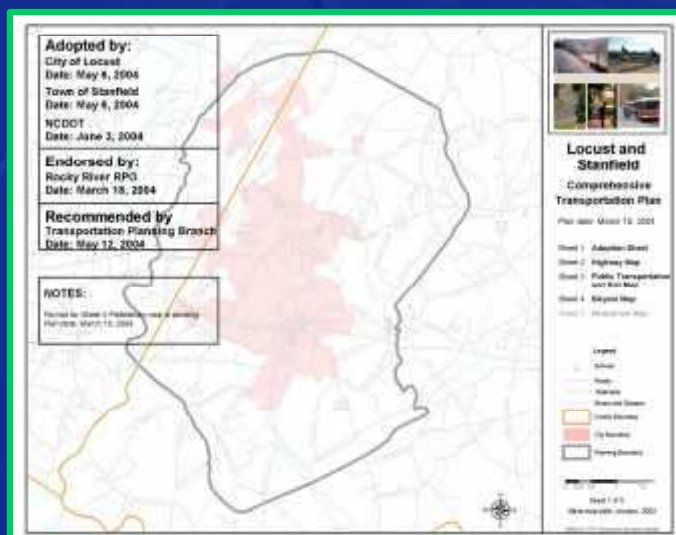
# Corridor Studies

A "Master Plan" for the Entire Corridor



# Relationship to CTP

- Think of SHC Vision Plan as Highway Element of CTP for the State
- Highway Element of Local CTP should include an Agreed upon Solution for Achieving the Vision along SHCs in the Area





# ***Project Planning and Design***

- Support Goals of SHC concept
- Purpose & Need includes importance of the Highway as a Strategic Highway Corridor
- Alternatives Analysis includes Proposed Vision



# ***Project-Level Decisions***

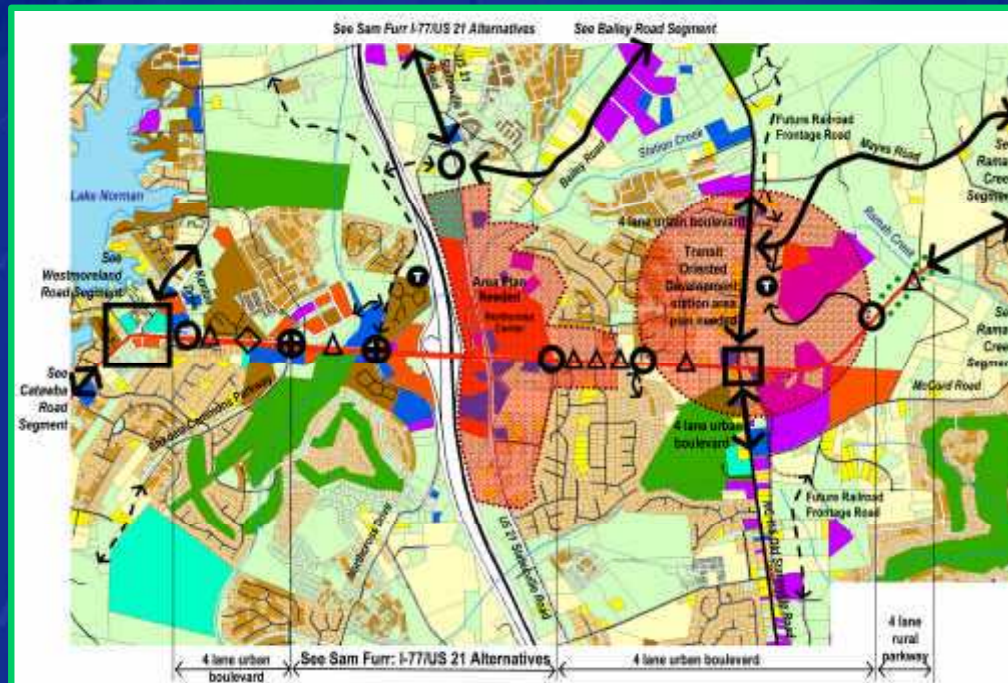
Incorporate SHC Vision into Planning and Design Processes (TIP Projects, Transportation Plans)

Ex: If Project Involves Connection of 2 Strategic Highway Corridors, Consider Higher-Speed Interchange Designs



# Land Use

- Consistent and Compatible Decisions
- Indirect and Cumulative Impacts Analysis
- State and Local Agreements





# ***Corridor Protection***

- Needed to Help Achieve Corridor Vision
- Develop Tools, Techniques, & Strategies



# ***Corridor Access***

- Closer inspection of Driveway Permits
- Closer inspection of Traffic Signals (Look for Alternative Solutions)





**Disclaimer:** These renderings are for illustrative purposes only. Actual placement of design elements may vary according to the NCDOT and Federal Guidelines.





**Disclaimer:** These renderings are for illustrative purposes only. Actual placement of design elements may vary according to the NCDOT and Federal Guidelines.



# ***Current Activities (TIP)***

SHC Projects are noted in Final 2006-12 TIP

Reviewing TIP Projects to see how to best achieve the SHC Vision (193 projects). Includes Examining:

- Interchange Configurations
- Control of Access
- Medians/Crossover Movements
- Traffic Signals
- Driveways



# ***Current Activities***

- Held SHC Summit on April 20th to discuss SHC Concept with Partners
- Beginning Education Process
- Just Completed US 64/NC 49 Corridor Study
- Finalizing US 17 Corridor Study
- Finalizing SHC Concept Development Report

# Q & A

**Q: Will this Concept affect How Projects are Prioritized?**

**A: No. The Concept is Primarily a Tool to make Good and Consistent Decisions along these Corridors**



# *The Future?*

Notice  
Anything  
Missing??

# *The Future?*





# *The Future?*





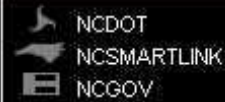


SHC HOME

CONTACT

SEARCH!

DOT



north carolina department of transportation



- ☐ What's New
- ☐ Overview
- ☒ Concept Development
- ☐ Vision
- ☒ Corridors & Studies
- ☒ Public Involvement
- ☐ Documents
- ☐ FAQ
- ☐ Links
- ☒ Access Management
- ☐ Statewide Transportation Plan
- ☐ Transportation Planning Branch Home

HOME

## Strategic Highway Corridors



The Strategic Highway Corridors (SHC) concept is an exciting initiative to protect the mobility function of critical highway facilities. The concept provides an opportunity for NCDOT and its stakeholders to consider long-term vision, consistency in decision-making, land use partnerships, overarching design, and operational changes on key routes across the state. The SHC concept articulates a new planning direction for North Carolina, providing a tool for NCDOT to protect critical facilities and avoid short-sighted decision-making.

- |  |   |
|--|---|
| <input type="checkbox"/> What's New          | <input type="checkbox"/> Public Involvement               |
| <input type="checkbox"/> Overview            | <input type="checkbox"/> Documents                        |
| <input type="checkbox"/> Concept Development | <input type="checkbox"/> Frequently Asked Questions (FAQ) |
| <input type="checkbox"/> Vision              | <input type="checkbox"/> Links                            |
| <input type="checkbox"/> Corridors & Studies | <input type="checkbox"/> Access Management                |

NCDOT, Projects, Strategic Highway Corridors - Microsoft Internet Explorer

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Address <http://stage.dot.state.nc.us/test/DOT/planning/statewide/SHC/> Go

**Strategic Highway Corridors**

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north carolina department of transportation

HOME


# <http://www.ncdot.org/planning/tpb/shc/>

☐ Vision

- ☐ Corridors & Studies
- ☐ Public Involvement
- ☐ Documents
- ☐ FAQ
- ☐ Links

☐ Access Management

- ☐ Statewide Transportation Plan
- ☐ Transportation Planning Branch Home



I-40 AND I-85 IN ORANGE COUNTY

The Strategic Highway Corridors (SHC) concept is an exciting initiative to protect the mobility function of critical highway facilities. The concept provides an opportunity for NCDOT and its stakeholders to consider long-term vision, consistency in decision-making, land use partnerships, overarching design, and operational changes on key routes across the state. The SHC concept articulates a new planning direction for North Carolina, providing a tool for NCDOT to protect critical facilities and avoid short-sighted decision-making.

- ☐ What's New
- ☐ Overview
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- ☐ Vision
- ☐ Corridors & Studies

- ☐ Public Involvement
- ☐ Documents
- ☐ Frequently Asked Questions (FAQ)
- ☐ Links
- ☐ Access Management

Internet

# Questions?

